

# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

## Volume 5 | Technical Appendices

CFA12 | Waddesdon and Quainton  
**Community data (CM-001-012)**  
Community

November 2013

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Department  
for Transport

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# 1 Introduction

1.1.1 The community appendix for the Waddesdon and Quainton community forum area (CFA12) comprises:

- community impact assessment record sheets for construction (Section 2);
- community impact assessment record sheets for operation (Section 3); and
- open space survey/public rights of way (PRoW) survey results (Section 4).

1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5, Community Map Book.

## **2 Community impact assessment record sheets - construction**

## 2.1 Midshires Way and Swan's Way

Table 1: Midshires Way and Swan's Way community impact assessment record sheet

<b>Resource name</b>	<b>Midshires Way (Bridleway WAD/22 and Blackgrove Road) and Swan's Way (Bridleway WAD/22 and Blackgrove Road)</b>
<b>Community forum area (CFA)</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Open space and recreational PRoW
<b>Resource description/profile</b>	<p>The Midshires Way and Swan's Way are promoted routes which run to the west of Waddesdon along Bridleway WAD/22 and then a section of Blackgrove Road.</p> <p>The Midshires Way (Bridleway WAD/22 and Blackgrove Road) is a long distance public bridleway running from Princes Risborough in Buckinghamshire to Stockport in Greater Manchester<sup>1</sup>. The route forms part of a national network, linking with other national trails and is promoted by local and recreational organisations including Ramblers and British Horse Society.</p> <p>Swan's Way (Bridleway WAD/22 and Blackgrove Road) is a long distance bridleway of 100km from Goring-on-Thames to Salcey Forest in Northamptonshire<sup>2</sup>.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary re-routing of promoted routes</b>	<p>Impact: the Midshires Way and Swan's Way will be intersected by the realignment of the A41 Bicester Road and the Waddesdon South cutting east of Waddesdon.</p> <p>Where the promoted routes are intersected by the A41 Bicester Road, there will be temporary re-routing for up to one year and six months. The additional distance will be negligible.</p> <p>Where the promoted routes are intersected by the cutting they follow the path of Blackgrove Road. A new bridge will be built to realign Blackgrove Road permanently. This will be in place prior to works on the cutting commencing. As the bridge will be constructed offline, it will not result in any temporary stopping up of the promoted routes.</p> <p>Duration of impact: up to one year and six months.</p>
<b>Assessment of magnitude</b>	Negligible: the resource is not stopped up and can continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
<b>Relevant receptors</b>	Users of the Midshires Way and Swan's Way.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Low: sparingly or infrequently used but a valued resource.</p> <p>A survey undertaken on Saturday 11 August 2012 (08:00-18:00, mild and clear weather) recorded no users of the route over the course of the day<sup>3</sup>. A survey undertaken on Wednesday 19 September 2012 (07:00-19:00, no weather data supplied) recorded 16 users of the route over the course of the day (three walkers/dog walkers and 13 cyclists).</p>
<b>Significance rating of effect</b>	Negligible- effect due to temporary re-routing (not significant).
<b>Proposed mitigation options for significant effects</b>	Not applicable (N/A)
<b>Residual effect significance rating</b>	Negligible- effect due to temporary re-routing (not significant).

<sup>1</sup> The Long Distance Walkers Association; Midshires Way; [www.ldwa.org.uk/ldp/members/show\\_path.php?path\\_name=Midshires+Way](http://www.ldwa.org.uk/ldp/members/show_path.php?path_name=Midshires+Way); Accessed: 12 September 2013.

<sup>2</sup> Buckinghamshire County Council (BuCC); Swan's Way; [www.bucksc.gov.uk/media/951433/SwansWay1.pdf](http://www.bucksc.gov.uk/media/951433/SwansWay1.pdf); Accessed: 12 September 2013.

<sup>3</sup> It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRoW is assessed.

## 2.2 Aylesbury Ring

Table 2: Aylesbury Ring community impact assessment record sheet

<b>Resource name</b>	<b>Aylesbury Ring (Footpath WAD/4)</b>
<b>CFA</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Open space and recreational PRoW
<b>Resource description/profile</b>	The Aylesbury Ring (Footpath WAD/4) is a circular public footpath around the town of Aylesbury passing by Waddesdon and linking with the North Buckinghamshire Way (WAD/4A). It is promoted by Buckinghamshire County Council and Aylesbury and District Ramblers, which currently have plans to further develop the route <sup>4</sup> .
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary re-routing of promoted route</b>	Impact: the Proposed Scheme, in cutting, will intersect the Aylesbury Ring which leads into Waddesdon from the north-east. A new footbridge will be constructed to re-route the PRoW over the Proposed Scheme. The overbridge will be constructed prior to works on the cutting commencing. During construction of the overbridge, however, the PRoW will be temporarily re-routed resulting in an additional length of approximately 100m.  Duration of impact: 100m re-routing of the Aylesbury Ring for up to nine months.
<b>Assessment of magnitude</b>	Negligible: the promoted route is not stopped up and can continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
<b>Relevant receptors</b>	Users of the Aylesbury Ring.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: sparingly or infrequently used but a valued resource.  A survey undertaken on Sunday 19 August 2012 (08:00-18:00, mild and clear weather) recorded no users of the route over the course of the day <sup>5</sup> .
<b>Significance rating of effect</b>	Negligible- effect due to temporary re-routing (not significant).
<b>Proposed mitigation options for significant effects</b>	N/A
<b>Residual effect significance rating</b>	Negligible- effect due to temporary re-routing (not significant).

<sup>4</sup> BuCC; Aylesbury Ring; [www.buckscc.gov.uk/media/947260/Aylesbury\\_Ring.pdf](http://www.buckscc.gov.uk/media/947260/Aylesbury_Ring.pdf); Accessed: 12 September 2013.

<sup>5</sup> It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRoW is assessed.



## 2.3 The Bernwood Jubilee Way, North Buckinghamshire Way and Midshires Way

Table 3: The Bernwood Jubilee Way, North Buckinghamshire Way and Midshires Way community impact assessment record sheet

<b>Resource name</b>	<b>The Bernwood Jubilee Way (Footpath WAD/4A), North Buckinghamshire Way (Footpath WAD/4A) and Midshires Way (Footpath WAD/4A)</b>
<b>CFA</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Open space and recreational PRoW
<b>Resource description/profile</b>	<p>The Bernwood Jubilee Way (Footpath WAD/4A), North Buckinghamshire Way (Footpath WAD/4A) and Midshires Way (Footpath WAD/4A) are promoted routes that all follow the same PRoW into Waddesdon.</p> <p>The Bernwood Jubilee Way (Footpath WAD/4A) is a long distance circular walk of 98 km, around the ancient forest of Bernwood promoted by Buckinghamshire County Council<sup>6</sup>. Information panels are provided along the trail. The Bernwood Jubilee Way (Footpath WAD/4A) links different sections of the local rights of way network in Buckinghamshire.</p> <p>The North Buckinghamshire Way (Footpath WAD/4A) is a 56km walking trail. Set up by the Ramblers Association in 1972, the North Buckinghamshire Way starts from the Ridgeway, a national trail near Wendover, in the south and runs to the county border with Northamptonshire<sup>7</sup>.</p> <p>The Midshires Way (Footpath WAD/4A)<sup>8</sup> is a 360km long public bridleway running from Princes Risborough in Buckinghamshire to Stockport in Greater Manchester and is promoted by local and recreational organisations including the Ramblers and the British Horse Society.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary re-routing of promoted routes</b>	<p>Impact: the PRoW will be intersected by the Proposed Scheme north of Glebe Farm (north of Waddesdon). The PRoW will be permanently re-routed through a new underbridge, which will take approximately seven months to complete.</p> <p>The underbridge will be constructed prior to works on the embankment commencing. During construction of the underbridge, however, the PRoW will be temporarily re-routed resulting in an additional length of approximately 100m; the re-routing will be in place for up to nine months.</p> <p>Duration of impact: temporary re-routing for up to nine months.</p>
<b>Assessment of magnitude</b>	Negligible: the promoted routes are not stopped up and can continue to be used for their intended purpose without any significant inconvenience or detriment to the users.
<b>Relevant receptors</b>	Users of the Bernwood Jubilee Way, North Buckinghamshire Way and Midshires Way.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Low: sparingly or infrequently used but a valued resource.</p> <p>A survey undertaken on Sunday 19 August 2012 (08:00-18:00, mild and clear weather) recorded nine users of the route over the course of the day (all walkers/dog walkers)<sup>9</sup>.</p>
<b>Significance rating of effect</b>	Negligible- effect due to temporary re-routing (not significant).
<b>Proposed mitigation options</b>	N/A

<sup>6</sup> The Long Distance Walkers Association; Bernwood Jubilee Way; [http://www.ldwa.org.uk/ldp/members/show\\_path.php?path\\_name=Jubilee+Way+\(Bernwood\)](http://www.ldwa.org.uk/ldp/members/show_path.php?path_name=Jubilee+Way+(Bernwood)); Accessed: 12 September 2013.

<sup>7</sup> BuCC; North Buckinghamshire Way; [http://www.buckscc.gov.uk/media/950817/North\\_Bucks\\_Way\\_Leaflet.pdf](http://www.buckscc.gov.uk/media/950817/North_Bucks_Way_Leaflet.pdf); Accessed: 12 September 2013.

<sup>8</sup> The Long Distance Walkers Association; Midshires Way; [http://www.ldwa.org.uk/ldp/members/show\\_path.php?path\\_name=Midshires+Way](http://www.ldwa.org.uk/ldp/members/show_path.php?path_name=Midshires+Way); Accessed: 12 September 2013.

<sup>9</sup> It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRoW is assessed.

<b>Resource name</b>	<b>The Bernwood Jubilee Way (Footpath WAD/4A), North Buckinghamshire Way (Footpath WAD/4A) and Midshires Way (Footpath WAD/4A)</b>
<b>for significant effects</b>	
<b>Residual effect significance rating</b>	Negligible- effect due to temporary re-routeing (not significant).

## 2.4 Buckinghamshire Railway Centre

Table 4: Buckinghamshire Railway Centre community impact assessment record sheet

<b>Resource name</b>	<b>Buckinghamshire Railway Centre</b>
<b>CFA</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Community facility
<b>Resource description/profile</b>	The Buckinghamshire Railway Centre <sup>10</sup> is approximately 1.2km south-west of Quainton on Station Road, as shown on Map CM-01-038, E5 (Volume 5, Community Map Book). It is a working steam train museum and occupies a 10ha site on both sides of the existing Aylesbury Link railway line. The Buckinghamshire Railway Centre also uses a piece of land on the northern side of Station Road, just to the west of the existing railway tracks, as an overflow car park and display field.
<b>Assessment year</b>	Construction phase (2017+) extending into operation phase (2026+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: approximately 14,500m<sup>2</sup> (60% of the total area (24,100m<sup>2</sup>)) of the overflow car park, including the entrance to the car park, is within the land required for construction of the Doddershall embankment.</p> <p>If the overflow car parking facility is out of use due to the lack of an entrance during the construction of the Doddershall embankment, it may affect the centre's ability to hold special events, which attract higher visitor numbers.</p> <p>Duration of impact: up to nine months.</p>
<b>Assessment of magnitude</b>	Medium: as the overflow car park will not be able to be used which will compromise the ability for the centre to hold special events and accommodate peak visitor numbers.
<b>Relevant receptors</b>	Volunteers and staff of, and visitors to, the Buckinghamshire Railway Centre.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: annual attendance at the Buckinghamshire Railway Centre has ranged between 28,000 and 42,000 people in recent years <sup>11</sup> . The centre has around 1,000 members, many of whom volunteer at the facility. In the spring and summer, the centre hosts school visits from a large catchment area of approximately 80km. Over 40 special events, for which the overflow car park is used, are held each year attracting large numbers of enthusiasts.
<b>Significance rating of effect</b>	Moderate adverse- significant effect due to temporary loss of land.
<b>Proposed mitigation options for significant effects</b>	HS2 Ltd will continue to work with the owners of Buckinghamshire Railway Centre to assist them with the identification of suitable alternative overflow car parking. If alternative car parking is provided in the same locality this would fully mitigate the effect.
<b>Residual effect significance rating</b>	Moderate adverse- significant effect due to temporary loss of land.
<b>Impact 2: permanent loss of land</b>	<p>Impact: the Proposed Scheme will permanently require approximately 9,600m<sup>2</sup> (approximately 40%) of the land at the Buckinghamshire Railway Centre's overflow car park site. A new entrance to the site will be put in place so that it can be accessed after construction. Car parking capacity will be reduced by over 40%, which may affect the ability to hold special events in the future.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Medium: the overflow car park will be at reduced capacity permanently, partially affecting the ability of the centre to operate.
<b>Relevant receptors</b>	Volunteers and staff of, and visitors to, the Buckinghamshire Railway Centre.

<sup>10</sup> Buckinghamshire Railway Centre; <http://bucksrailcentre.org>; Accessed: 30 September 2013.

<sup>11</sup> Figures supplied by Buckinghamshire Railway Centre via email 8 March 2013.

<b>Resource name</b>	<b>Buckinghamshire Railway Centre</b>
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: annual attendance at the Buckinghamshire Railway Centre has ranged between 28,000 and 42,000 people in recent years <sup>12</sup> . The centre has around 1,000 members, many of whom volunteer at the facility. In the spring and summer, the centre hosts school visits from a large catchment area of approximately 80km. Over 40 special events, for which the overflow car park is used, are held each year attracting large numbers of enthusiasts. There are no comparable alternatives within reasonable distance.
<b>Significance rating of effect</b>	Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.
<b>Proposed mitigation options for significant effects</b>	N/A
<b>Residual effect significance rating</b>	Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.

<sup>12</sup> Figures supplied by Buckinghamshire Railway Centre via email 8 March 2013.

## 2.5 The Lodge

Table 5: The Lodge community impact assessment record sheet

<b>Resource name</b>	<b>The Lodge</b>
<b>CFA</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Residential property
<b>Resource description/profile</b>	The Lodge is south-west of Quainton near to the Buckinghamshire Railway Centre.
<b>Assessment year</b>	Construction phase (2017+) extending into operation phase (2026+)
<b>Impact 1: demolition</b>	Impact: one residential property to be demolished. The Lodge is within the land required for the construction of the Proposed Scheme.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	Negligible: as fewer than five residential properties will be demolished.
<b>Relevant receptors</b>	Owner(s)/occupier(s) of The Lodge.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: as this is a residential receptor.
<b>Significance rating of effect</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).
<b>Proposed mitigation options for significant effects</b>	No mitigation. Compensation only for property owner(s).
<b>Residual effect significance rating</b>	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).

## 2.6 St Leonard's (Church of England) Church

Table 6: St Leonard's (Church of England) Church community impact assessment record sheet

<b>Resource name</b>	<b>St Leonard's (Church of England (C of E)) Church</b>
<b>CFA</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Community facility
<b>Resource description/profile</b>	St Leonard's (C of E) Church <sup>13</sup> is situated on the junction between the Broadway and Main Street in Grendon Underwood, as shown on Map CM-01-040-L1, G10 (Volume 5, Community Map Book). The church is open every day and, as well as holding services, it organises friendship lunches, social events and discussion groups. There is also a Bears Club for pre-school children and their carers and a junior youth club for children aged from seven to 11.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: loss of amenity</b>	<p>Impact: users of St Leonard's (C of E) Church are predicted to experience in-combination effects arising from significant noise and construction traffic effects during the construction phase, resulting in a loss of amenity.</p> <p>Noise: there will be noise effects due to the heavy goods vehicle (HGV) traffic using the Broadway.</p> <p>Construction traffic: increases in HGV movements along the Broadway to access the following construction compounds in the adjacent area (CFA13): the West Street overbridge main compound; the Calvert railhead main compound; the School Hill green overbridge satellite compound; the Aylesbury Link Line satellite compound; and the Bicester to Bletchley Rail Line satellite compound.</p> <p>Duration: approximately six years and nine months, starting in 2016, in the case of West Street overbridge main compound; approximately eight years, starting in 2018, in the case of Calvert railhead main compound; approximately seven years and three months, in the case of School Hill green overbridge satellite compound; approximately one year and nine months, starting in 2019, in the case of Aylesbury Link Line satellite compound; approximately 10 months, starting in 2019, in the case of the Bicester to Bletchley Rail Line satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the compound construction programme are discussed in Volume 2, CFA Report 13, Calvert, Steeple Claydon, Twyford and Chetwode (CFA13), Section 2.3.</p>
<b>Assessment of magnitude</b>	Medium: as users of the community facility will be affected by significant residual effects from noise and construction traffic effects.
<b>Relevant receptors</b>	Users of St Leonard's (C of E) Church.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Medium: as the church is expected to be able to continue to function without serious disruption.</p> <p>The nearest alternative C of E church is St Michaels' Church in Edgcott, approximately 2km away. This church, however, is not directly comparable as the range of other community services provided are not the same.</p>
<b>Significance rating of effect</b>	Moderate adverse- significant effect on community facility due to loss of amenity.
<b>Proposed mitigation options for</b>	No further mitigation of amenity effects.

<sup>13</sup> St Leonard's Church; [www.grendonunderwood.org.uk/page\\_1207587917578.html](http://www.grendonunderwood.org.uk/page_1207587917578.html); Accessed: 9 October 2013

Resource name	St Leonard's (Church of England (C of E)) Church
significant effects	
Residual effect significance rating	Moderate adverse- significant effect on community facility due to loss of amenity.

## 2.7 Residential properties on Grendon Road and Buckingham Road

Table 7: Residential properties on Grendon Road and Buckingham Road community impact assessment record sheet

Resource name	Residential properties on Grendon Road and Buckingham Road
CFA	Waddesdon and Quainton (CFA12)
Resource type	Residential properties
Resource description/profile	Residential properties located on Grendon Road and Buckingham Road in Edgcott, as shown on Map CM-01-040-L1, D5 (Volume 5, Community Map Book).
Assessment year	Construction phase (2017+)
Impact 1: loss of amenity	<p>Impact: residents of approximately 40 properties on Grendon Road and Buckingham Road in Edgcott are predicted to experience in-combination effects arising from significant noise and construction traffic effects during the construction phase, resulting in a loss of amenity.</p> <p>Noise: there will be noise effects due to the heavy goods vehicle (HGV) traffic using Grendon Road and Buckingham Road.</p> <p>Construction traffic: there will be increases in HGV movements along these roads to access the following construction compounds in the adjacent area (CFA13): the West Street overbridge main compound; the Calvert railhead main compound; the School Hill green overbridge satellite compound; the Aylesbury Link Line satellite compound; and the Bicester to Bletchley Rail Line satellite compound.</p> <p>Duration: approximately six years and nine months, starting in 2016, in the case of West Street overbridge main compound; approximately eight years, starting in 2018, in the case of Calvert railhead main compound; approximately seven years and three months, in the case of School Hill green overbridge satellite compound; approximately one year and nine months, starting in 2019, in the case of Aylesbury Link Line satellite compound; approximately 10 months, starting in 2019, in the case of the Bicester to Bletchley Rail Line satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the compound construction programme are discussed in Volume 2, CFA Report 13, Calvert, Steeple Claydon, Twyford and Chetwode (CFA13), Section 2.3.</p>
Assessment of magnitude	Medium: as residents will be affected by significant residual effects from noise and construction traffic effects.
Relevant receptors	Owners/occupiers of the residential properties.
Assessment of sensitivity of receptor(s) to impact	High: as these are residential receptors.
Significance rating of effect	Major adverse- significant effect on residents due to loss of amenity.
Proposed mitigation options for significant effects	No further mitigation of amenity effects.
Residual effect significance rating	Major adverse- significant effect on residents due to loss of amenity.



## 2.8 Edgcott Village Hall

Table 8: Edgcott Village Hall community impact assessment record sheet

<b>Resource name</b>	<b>Edgcott Village Hall</b>
<b>CFA</b>	Waddesdon and Quainton (CFA12)
<b>Resource type</b>	Community facility
<b>Resource description/profile</b>	Edgcott Village Hall is located on Buckingham Road in Edgcott, as shown on Map CM-01-040-L1, D4 (Volume 5, Community Map Book). The hall provides a venue for local events including quiz nights and jumble sales.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: loss of amenity</b>	<p>Impact: Edgcott Village Hall is located on Buckingham Road is predicted to experience in-combination effects arising from significant noise and construction traffic effects during the construction phase, resulting in a loss of amenity.</p> <p>Noise: there will be noise effects due to the HGV traffic using Buckingham Road.</p> <p>Construction traffic: there will be increases in HGV movements along Buckingham Road to access the following construction compounds in the adjacent area (CFA13): the West Street overbridge main compound; the Calvert railhead main compound; the School Hill green overbridge satellite compound; the Aylesbury Link Line satellite compound; and the Bicester to Bletchley Rail Line satellite compound.</p> <p>Duration: approximately six years and nine months, starting in 2016, in the case of West Street overbridge main compound; approximately eight years, starting in 2018, in the case of Calvert railhead main compound; approximately seven years and three months, in the case of School Hill green overbridge satellite compound; approximately one year and nine months, starting in 2019, in the case of Aylesbury Link Line satellite compound; approximately 10 months, starting in 2019, in the case of the Bicester to Bletchley Rail Line satellite compound.</p> <p>Works will be phased at each construction compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the compound construction programme are discussed in Volume 2, CFA Report 13, Calvert, Steeple Claydon, Twyford and Chetwode (CFA13), Section 2.3.</p>
<b>Assessment of magnitude</b>	Medium: as users of the hall will be affected by significant residual effects from noise and construction traffic effects.
<b>Relevant receptors</b>	Users of Edgcott Village Hall.
<b>Assessment of sensitivity of receptor(s) to impact</b>	<p>Medium: as this is a local facility and there are limited alternatives within the locality.</p> <p>The nearest alternative village hall is in Calvert approximately 2.5km north of Edgcott.</p>
<b>Significance rating of effect</b>	Moderate adverse- significant effect on community facility due to loss of amenity.
<b>Proposed mitigation options for significant effects</b>	No further mitigation of amenity effects.
<b>Residual effect significance rating</b>	Moderate adverse- significant effect on community facility due to loss of amenity.

### **3 Community impact assessment record sheets - operation**

- 3.1.1 Within the study area, no significant effects on residential properties, community facilities or open space and recreational PRoW during operation have been identified within the assessment; accordingly no community impact assessment record sheets are presented here.

## 4 Open space survey/public rights of way survey results

- 4.1.1 Within the study area no significant effects for open spaces or PRow have been identified within the assessment; accordingly no user surveys of open spaces or PRow are presented here.

## 5 References

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